

SHE HEARD HIS VOICE.

The Drowning of a Young Sailor Seen in a Dream.

Stead's "True Ghost Stories." A great gust of wind seized the half-slackened maintopail and sent it fluttering into fragments. At the same moment the ship reeled nearly on her beam ends, and above the howling of the gale we heard a sudden cry of despair. I was horrified to see an apprentice, J—P—, sent whirling headlong from the masthead into the sea. Even yet I can see the look of agony stamped on his upturned face, and I can hear the very tones of his heartrending cry, "Oh, Lucy! Lucy!" as he disappeared forever in the darkness below.

After the storm had abated the captain made a careful note of the exact time of the occurrence, the position of the ship, and the other particulars. He seemed struck at my mention of the exclamation I had overheard falling from the poor fellow's lips as he clutched in vain at the yielding air.

"Ah," he said, "that must have been his sister, Lucy V—, to whom he was greatly attached."

The rest of the voyage passed without incident, and as soon as the ship arrived at Liverpool I made my way to the train which was to take me to Manchester.

I was walking idly along the platform when I saw the face of an old gentleman, who, with a young lady on his arm, was elbowing his way through the crowd. His resemblance to our lost mate was so striking that I stood and looked at him. The young lady's eyes happened suddenly to meet mine. Instantly she gave a violent start, uttering a low scream, and exclaiming, "Oh, look, there's the face of my dream!" stared at me as if fascinated. Her companion gently called her, and half led, half carried her to the nearest waiting-room. As he passed me he begged me to come with them, and handed me his card.

When we were alone the old gentleman explained that the sight of my face had reminded his daughter of a very peculiar and unpleasant dream, to which she still persisted in attaching importance. He said: "At the present moment, indeed, we are on our way to discover if the owners of my son's ship have received any news of its arrival."

I said: "I am an apprentice of the C—, and have but lately left her lying in the harbor."

"Then," the young lady cried, "I must be right. It must be true. 'Twas that man's face I saw gazing at him as he fell. I saw Joe's ship in the midst of a fearful storm, and him clinging to the slippery shrouds. A bright flash seemed to pass before my eyes, and I saw him falling backward into the sea; I saw your face in the momentary gleam, and I woke perfectly terrified to hear the sound of my own name—'Oh, Lucy! Lucy!'—whispered in my ears."

The expression of my face must have conveyed but too well the meaning of my silence. "My God," cried Mr. —, "is it true, then. Is he dead?"

I stammered, "Too true, sir. Yes, every word of it! I was beside him at the moment, and even tried to save him."

On comparing notes we found that the dream took place the very day, and allowing for the difference in longitude, even the very hour when the accident occurred!

THE PARBOILED JAPANESE.

They Seem to Thrive Wonderfully on Their Frequent Hot Baths.

New York Sun.

To sun up, the Japanese bathe for sensuous pleasure and for warmth, and they get not only the two things, but several others equally desirable, clean bodies, health, a soft skin, and a clear complexion. Farsan's guide book attributes the premature aging of Japanese women in part to their too frequent indulgence in the hot bath; but Dr. Baelz, the greatest authority on Japanese physique, declares that these baths have many advantages, but not a single disadvantage so far as he could ascertain. It is commonly supposed that hot baths unbrace the nerves and invite colds, but this is true only of warm and not of hot baths, such as the Japanese indulge in, at a temperature of 110° to 115°, which in some cases is increased to 120° and occasionally even to 130° Fahrenheit.

Foreigners cannot endure such temperatures, but the natives revel in them, and the effect on them is so bracing and strengthening that they can, and often do, emerge from the tub and walk some distance in the coldest winter weather without a stitch of clothing on and without catching cold. When foreign physicians were first imported and looked up to in Japan, about twenty years ago, they actually succeeded, in their ignorance, in making the government pass a law forbidding a higher temperature than blood heat; but the mistake was soon discovered and the law repealed. To-day those of the foreign residents who are wisest have given up their cold baths, and try to approximate the Japanese temperature as closely as possible.

"Afternoon Trip to Mount Vernon."

The Pennsylvania Railroad has arranged with the Mount Vernon Steamboat Company to run steamer Macalester to Mount Vernon on Tuesday afternoon, December 29, leaving the Seventh-street wharf at 2:30 p. m., giving tourists about one hour and a half at this historic spot, returning, reaching Washington about 5:30 p. m. Tickets can be secured by applying at ticket office corner Thirteenth street and Pennsylvania avenue, or at the Arlington, Normandy, Riggs, Ebbitt, and Willard's Hotel.

The True Secret of Success.

The cost of producing the different brands of Anheuser-Busch beer is largely increased in consequence of the well-known fact that in its manufacture neither corn nor corn preparation is used. This increased cost in its production necessarily brings about an increase in its cost to the dealer, who is required to pay from \$2 to \$4 more per bbl. than is charged for any other brand. While this extra tax appears hard on the inn-keeper the refined taste of the beer-consuming public must be catered to and the demand supplied, hence it is that in the quality of the Anheuser-Busch brands we find the secret of its universal sale.

\$10 Battery Loaned.

If you are not enjoying perfect health, strength, and vigor, we will lend you for 60 days one of Gray's galvanic body batteries, price \$10, you to pay for it if cured. It is for men only, and is the latest and best electric appliance invented. Current can be made strong or weak; turned on or off at will. Acts like magic in cases of weakness, premature old age, etc. Can we send you one at our risk? Electric Treatment Co., 259 Broadway, New York City.

Gill's Taffies, 11th and F, excellent.

TEST OF EYESIGHT.

How a Crafty Old Engineer Passed With Flying Colors.

Toronto Mail.

The official of a leading English railway company tells a good story about one of the engine drivers of his line. The driver was growing old, and frequent reports were made to the directors that his eyesight was not good. This the old man denied. He stoutly maintained that his eyes were not only strong, but phenomenally strong, and that these criticisms were made by jealous fellow engine drivers.

The test for eyesight on that line was made by a doctor who lived in a house facing a large common. When he wished to test the man's eyes he used to say: "Look over there and see what you can see."

This fact had got known to the employees of the railway, and when the old engine driver was going to be examined he arranged with his son that he should take his bicycle about half a mile across the common and stoop down and oil it.

In due time the old engine driver was led to the window and the doctor said as usual: "What can you see?"

The old man peered out and said: "Well, I see a young man stooping down beside a bicycle."

"Do you?" replied the doctor; "I cannot see anything at all."

"Gammon!" said the engine driver; "Can't you see it? Why, he is oiling it!"

On this the doctor took up a pair of field glasses on the table, and looking out behind, quite plainly saw a young man stooping down oiling his bicycle. "Magnificent sight!" he said; "magnificent!" And to this day the engine driver is taking his forty shillings a week with striking regularity.

Consumption Surely Cured.

To the Editor: Please inform your readers that I have a positive remedy for consumption. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their Express and P. O. Address. Respectfully, T. A. SLOCUM, M. C., 181 Pearl St., N. Y.

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every respect. The farm consists of 130 acres of land, highly improved, soil loam, surface beautifully rolling, no waste land, large frontage on public road. The house is very roomy, being a two-story and attic with a nicely arranged cellar, large grove of shade trees, many varieties, well arranged barn, passageway throughout, good tenant house, store house and other buildings, large orchard and plenty of water. This nice country seat lies about two miles south of the B. and P. R. R., and about twelve miles from Washington over a good road. Come and talk with Duckett & Ford, 617 F street northwest, and not miss the golden opportunity thus offered in securing a handsome place for so little money.

Across the road is another beautiful place of 150 acres, land actually the same, nice large house, plenty of shade, large orchard of 1,000 peach trees with apples, pears, damsons, etc. This would make any one a most desirable country home, only a short distance from depot. We ask your investigation. See Duckett & Ford, 617 F street northwest.

About three miles south of these places we have a handsome farm of 404 acres with a large old-fashioned brick residence surrounded by a nice grove of shade trees. The rooms are large and commodious, high ceiling, nicely shaped. The farm is a fine one, no better in the country, located about three quarters of a mile from railroad station, nice road, about fourteen miles from Washington, convenient to schools, churches, stores, etc., fine section of country. It will pay any one to inspect our large list of nice property before going elsewhere. Send for bulletin.

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IN EFFECT 12:01 P. M. NOVEMBER 29, 1891.

Trains leave Washington from Station corner of Sixth and B streets as follows:

For Pittsburg and the West, Pennsylvania Limited Express of Pullman Vestibule Cars at 10:50 A. M. daily. Fast Line, 10:50 A. M. daily to Chicago, Columbus, and St. Louis, with Parlor Car Harrisburg to Pittsburg and Sleeping Cars from Pittsburg to Indianapolis, Pittsburg to Columbus, Altoona to Chicago, St. Louis and Cincinnati Express, at 3:25 P. M. daily. Parlor Car Washington to Pittsburg and Sleeping Cars Harrisburg to St. Louis and Cincinnati and Dining Car Harrisburg to St. Louis. Columbian Express, at 3:25 P. M. daily, with Buffet Parlor Cars Washington to Harrisburg and Sleeping and Dining Cars Harrisburg to Chicago. Western Express at 7:40 P. M. daily, with Sleeping Cars Washington to Chicago and St. Louis, connecting at Harrisburg with through Sleepers for Louisville and Memphis. Pullman Dining Car Pittsburg to Richmond and Chicago. Pacific Express, 10:00 P. M. daily for Pittsburg and the West, with through Sleeper to Pittsburg and Pittsburg to Chicago.

For Kane, Canandaigua, Rochester, and Niagara Falls, daily except Sunday, 8:10 A. M. For Erie, Canandaigua, and Rochester, daily; for Buffalo and Niagara, daily except Saturday, 10:00 P. M., with Sleeping Car Washington to Rochester.

For Williamsport, Rochester, and Niagara Falls, 7:40 P. M. daily except Saturday, with Sleeping Car Washington to Rochester.

For Williamsport, Elmira, and Elmira, at 10:50 A. M. daily except Sunday.

For Philadelphia, New York, and the East, 7:30, 8:10, 9:00, and 11:00 A. M., 12:15, 2:30, 3:15, 4:20, 10:00, and 11:35 P. M. On Sunday, 9:00 and 11 A. M., 12:15, 2:30, 3:15, 4:20, 10:00, and 11:35 P. M. Limited Express of Pullman Parlor Cars, with Dining Car to New York, 9:40 A. M. daily except Sunday.

For New York only, Limited Express, with Dining Car from Baltimore, 4:00 P. M. daily. For Philadelphia only, Fast Express, 8:10 A. M. week days and 3:45 P. M. daily. Accommodation, 5:00 A. M. daily. Express, 2:01 P. M. daily.

For Boston without change, 3:15 P. M. every day.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, affording direct transfer to Fulton street, avoiding double ferry across New York City.

For Atlantic City, 11:00 A. M. week days, 11:35 P. M. daily.

For Baltimore, 5:00, 6:36, 7:30, 8:10, 9:00, 9:40, 10:00, 10:50, 11:00, and 11:50 A. M., 12:15, 2:01, 2:30, 3:15, 3:25, 3:45, 4:00, 4:20, 4:36, 5:40, 6:14, 7:40, 10:00, 11:15 and 11:35 P. M. On Sunday, 5:00, 9:00, 9:05, 10:50, 11:00 A. M., 12:15, 1:00, 2:01, 2:30, 3:15, 3:25, 3:45, 4:00, 4:20, 5:40, 6:14, 7:40, 10:00, and 11:35 P. M.

For Pope's Creek Line, 7:30 A. M. and 4:36 P. M. daily except Sunday.

For Annapolis, 7:30, 9:00, and 11:50 A. M., and 4:20 P. M. daily except Sunday. Sundays, 9:00 A. M. and 4:20 P. M.

FOR ALEXANDRIA AND THE SOUTH. For Alexandria, 4:30, 6:35, 7:45, 8:40, 9:45, and 10:45 A. M., 12:01 noon, 1:00, 2:11, 3:28, 4:25, 5:07, 5:37, 6:15, 8:02, 10:05, and 11:39 P. M. On Sunday, at 4:30, 7:45, 9:45, and 10:45 A. M., 1:00, 2:43, 6:15, 8:02, and 10:05 P. M.

Accommodation for Quantico, 7:45 A. M. daily.

For Richmond and the South, 4:30 and 10:57 A. M. daily. 5:07 P. M. week days.

Trains leave Alexandria for Washington, 6:05, 7:05, 8:00, 9:10, 10:15, 11:17, and 11:44 A. M., 1:20, 2:05, 3:00, 3:48, 5:05, 5:45, 6:13, 7:05, 9:15, 10:52, and 11:08 P. M. On Sunday, at 9:10, 10:15, 11:17, and 11:44 A. M., 2:05, 5:05, 7:05, 7:40, 9:15, and 10:52 P. M.

Tickets and information at the office, northeast corner Thirteenth street and Pennsylvania avenue, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

CHARLES E. PUGH, General Manager.

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BALTIMORE & OHIO RAILROAD.

Schedule in Effect DECEMBER 13, 1891.

Leave Washington from Station corner of New

Jersey avenue and C street:

For Chicago and Northwest, Vestibule Limited Express trains 11:30 A. M., 8:15 P. M., daily